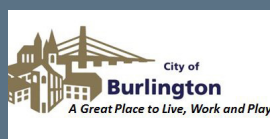


GREATER BURLINGTON BICYCLE & PEDESTRIAN PLAN 2020



Prepared by the Southeast Iowa Regional Planning Commission (SEIRPC) for the City of Burlington, the City of West Burlington, and Des Moines County Conservation.



Prepared by: City of Burlington
Eric Tysland, Development & Parks Director

City Hall, 400 Washington Street, Burlington, IA 52601
(319) 753-8158

RESOLUTION NO. 2020-189

Meeting No. 12 Paper No. 26
Introduced by: Rinker Ayes: Rinker, Billups, Critser, Araham-Murray, & Maupin
Seconded by: Araham-Murray Nays: None

**RESOLUTION APPROVING THE GREATER BURLINGTON
BICYCLE & PEDESTRIAN PLAN 2020**

WHEREAS, the City of Burlington 2032 Comprehensive Plan, adopted on November 19, 2012 identified an action item as: Develop a City-wide Bike and Pedestrian plan to establish a contiguous, safe network of on-street and off-street bike and pedestrian routes, and

WHEREAS, the City Council approved the Greater Burlington Bicycle and Pedestrian Plan on May 6, 2013, and

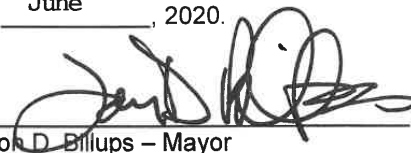
WHEREAS, based on the completion and progress of many items within the 2013 Plan, an update was deemed necessary to continue to guide the expansion of bicycle and pedestrian facilities in the Greater Burlington area, and

WHEREAS, public input was sought to guide the plan and the Southeast Iowa Regional Planning Commission prepared the Greater Burlington Bicycle & Pedestrian Plan 2020 as attached in Exhibit "A", based on public input, stakeholder insight, and staff review, and

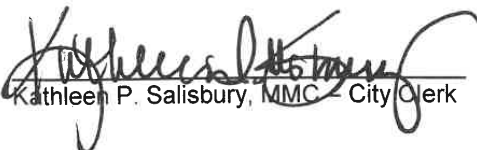
WHEREAS, the City Planning Commission held a public meeting and reviewed the plan on May 19, 2020 and recommended approval (5-0) of the plan to the City Council.

NOW, THEREFORE, BE IT RESOLVED BY THE BURLINGTON CITY COUNCIL: That the City of Burlington hereby approves and adopts the Greater Burlington Bicycle & Pedestrian Plan 2020 as attached in Exhibit "A".

APPROVED and ADOPTED this 15th day of June, 2020.


John D. Billups – Mayor

ATTEST:


Kathleen P. Salisbury, MMC – City Clerk

FILED - For Record
JUN 15 2020
CITY CLERK'S OFFICE
BURLINGTON, IOWA

RESOLUTION 2020-37

RESOLUTION APPROVING THE GREATER BURLINGTON BICYCLE AND PEDESTRIAN PLAN

WHEREAS, the City of West Burlington Comprehensive Plan adopted on April 18th, 2007 lists goals to maintain the quality of life within a small city, create more recreation opportunities, and protect the health, safety and welfare of the citizens of West Burlington, and

WHEREAS, the Great River Region - Long-Range Transportation for southeast Iowa, adopted in 2018, established a goal to offer multiple transportation choices to its residents that are each safe, accessible, and convenient and an objective to create and implement local trails plans, as well as coordinate those between neighboring jurisdictions, and

WHEREAS, the Southeast Iowa Regional Planning Commission facilitated the creation of a bicycle and pedestrian master plan on behalf of Burlington, West Burlington, and Des Moines County, and


WHEREAS, after research, public input, public meetings, data collection, presentations, survey, and public participation the Greater Burlington Bicycle and Pedestrian Plan has been prepared for consideration, and

WHEREAS, the City Council reviewed the Greater Burlington Bicycle and Pedestrian Plan at their June 17th, 2020 meeting and the public was allowed to comment until June 5th, 2020, and

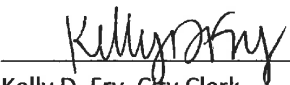
WHEREAS, the City Council has determined that it is in the interest of the citizens of Des Moines County, Iowa to approve the Greater Burlington Bicycle and Pedestrian Plan.

NOW, THEREFORE, BE IT RESOLVED that the Greater Burlington Bicycle and Pedestrian Plan for Des Moines County and the Cities of Burlington and West Burlington as attached herewith is hereby approved and adopted.

APPROVED and ADOPTED this 17th day of June, 2020.


Hans K. Trousil, Mayor

ATTEST:


Kelly D. Fry, City Clerk

RESOLUTION APPROVING THE GREATER BURLINGTON BICYCLE AND PEDESTRIAN PLAN

WHEREAS, Des Moines County Comprehensive Plan adopted in May 2004 lists goals to create a statewide recreational trail that flows through Des Moines County, spur economic development by using the trail system as a tourist attraction, and provide safe forms of recreation to the citizens, and

WHEREAS, the Great River Region - Long-Range Transportation for southeast Iowa, adopted in 2018, established a goal to offer multiple transportation choices to its residents that are each safe, accessible, and convenient and an objective to complete the Flint River Trail, as a model for future long-distance regional trail projects, and

WHEREAS, the Southeast Iowa Regional Planning Commission facilitated the creation of a bicycle and pedestrian master plan on behalf of Burlington, West Burlington, and Des Moines County, and

WHEREAS, after research, public input, public meetings, data collection, presentations, survey, and public participation the Greater Burlington Bicycle and Pedestrian Plan has been prepared for consideration, and

WHEREAS, Des Moines County Conservation Board reviewed the Greater Burlington Bicycle and Pedestrian Plan at their June 3rd, 2020 meeting and the public was allowed to comment until June 5th, 2020, and

WHEREAS, Des Moines County Conservation Board has determined that it is in the interest of the citizens of Des Moines County, Iowa to approve the Greater Burlington Bicycle and Pedestrian Plan.

NOW, THEREFORE, BE IT RESOLVED that the Greater Burlington Bicycle and Pedestrian Plan for Des Moines County and the Cities of Burlington and West Burlington as attached herewith is hereby approved and adopted.

APPROVED and ADOPTED this 3 day of June, 2020.

ATTEST:

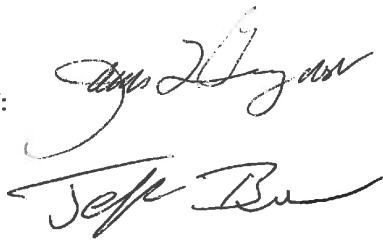


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ACKNOWLEDGEMENTS

In addition to the many community members who provided invaluable knowledge to assist us in the development of this plan, we would like to thank the following individuals for their added support:

Steering Committee

Kathy Christy, *West Burlington City Council*
Julie Solinski, *DMC Conservation Board, Middletown resident*
Tyler Boelter, *West Burlington resident*
Bruce Brockway, *Burlington resident*
Dr. David Carlson, *Burlington resident*
Bob Christy, *West Burlington resident*
Newt Colburn, *Burlington resident*

Local Stakeholders

Eric Tysland, *Development & Parks Director, City of Burlington*
Katherine Geist, *City Planner, City of Burlington*
Nick MacGregor, *Assistant City Manager to Public Works, City of Burlington*
Jesse Howe, *City Engineer, City of Burlington*
Dan Gifford, *City Administrator, City of West Burlington*
Chris Lee, *Executive Director, Des Moines County Conservation*
Tyler & Melanie Bickel, *Owners, Bickel's Cycling & Fitness*
Nick Moraniec, *Owner, Nick's Cycling & Fitness*
Bike Burlington, *Members*

SEIRPC Staff

Zach James, *Assistant Director*
Steven Stransky, *Regional Planner*
Kansha Tiwari, *Regional Planner*

1: INTRODUCTION

Plan Purpose

This plan is a strategic guide for the expansion of bicycle and pedestrian facilities in the Greater Burlington area. This plan is intended for the City of Burlington, the City of West Burlington, and Des Moines County Conservation.

This plan identifies specific goals for developing multi-use paths (trails), wide sidewalks, bike lanes, and dedicated share-the-lane facilities. It describes the benefits of outdoor recreation and alternative transportation methods. The plan outlines how these projects will improve residents' quality of life, help attract new people to the community, and strengthen the region's desirability and economic development opportunities.

Plan Objectives

Objectives were identified to represent what this plan seeks to accomplish and how it should be used by the community. The plan has the following four objectives:

1. Identify and evaluate the progress already made
2. Establish a vision for moving forward on recreation and alternative transportation options
3. Prioritize future projects to accomplish this vision
4. Set an attainable action plan for implementing these projects



Figure 1: Flint River Trail east of U.S. Highway 61 at Starr's Cave.

Vision Statement

"By 2030, the Greater Burlington bicycle and pedestrian system will be easily accessible and well-connected. The system will allow residents and visitors to engage in recreational activities while safely moving between key local destinations."

Figure 2 depicts the rational planning process used in developing this plan. As shown, the process is cyclical. It begins with identifying a vision and concludes with monitoring progress towards completing the goals necessary to achieve that vision.

This plan is the second-loop of this process. The prior *Greater Burlington Bicycle and Pedestrian Plan* (May 2013) used this same process in implementing that plan's

recommendations. With many of its projects completed, it became necessary to refresh the local vision and take a second loop around the planning process cycle.

This plan will address all of these steps apart from those in bold, which are the communities' responsibility once the plan is adopted.

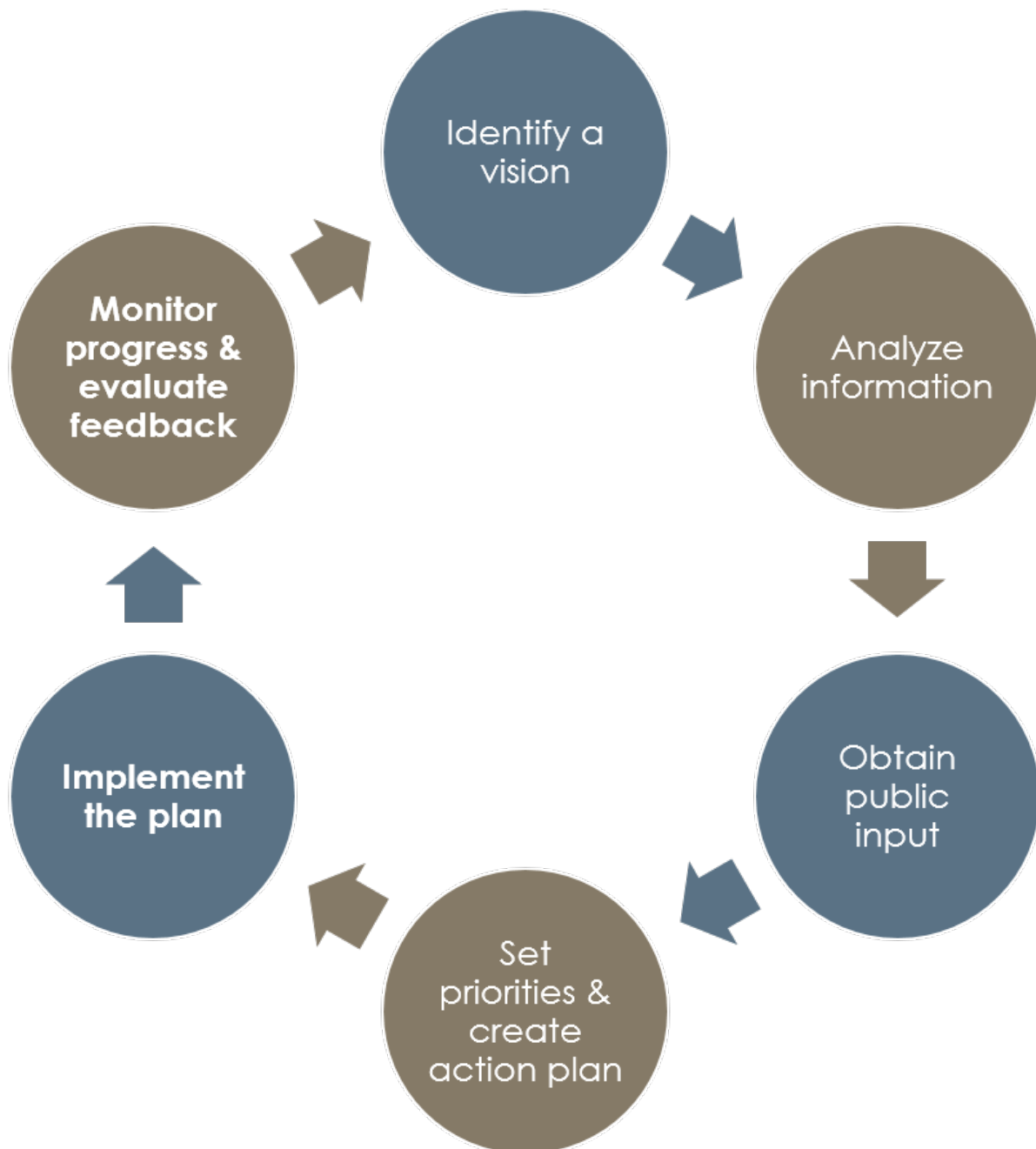


Figure 2: Planning Process

Public Input

The community has been involved throughout the entire creation of this plan. There were two public meetings where residents provided input on the state of the existing network and identified where they envisioned bicycle and pedestrian facilities. These meetings were held on August 27th and August 28th, 2019.

Throughout September and October, many members of the public responded to an open survey. This survey requested input on the existing network, where improvements should be focused on, and what types of facilities respondents would like to see in Greater Burlington. The survey was offered both online and through paper copies distributed to stakeholders in the community. A total of 246 responses were received. The results of the survey can be found in Appendix A.

A Steering Committee guided planners with thorough, in-depth local community perspectives and provided input throughout the planning process. This committee's membership balanced age, gender, and geography as reflected in the community. The Steering Committee met on November 7, 2019 and January 6, 2020.

Planners also met with stakeholders who could provide specialized insight into the existing system, what improvements should be considered, and could describe the importance of bicycle & pedestrian facilities to Greater Burlington. These stakeholders included Nick's Cycling & Fitness, Bickel's Cycling & Fitness, Bike Burlington, the Greater Burlington Partnership, the City of Burlington, the City of West Burlington, and Des Moines County Conservation.



Figure 3: At the Burlington Public Library meeting on August 27, 2019, community members discuss where they would like to see facility improvements to off-road bike & pedestrian facilities.



Figure 4A: Burlington Public Library meeting participants listen to SEIRPC planner, Kansha Tiwari, discuss the planning process.

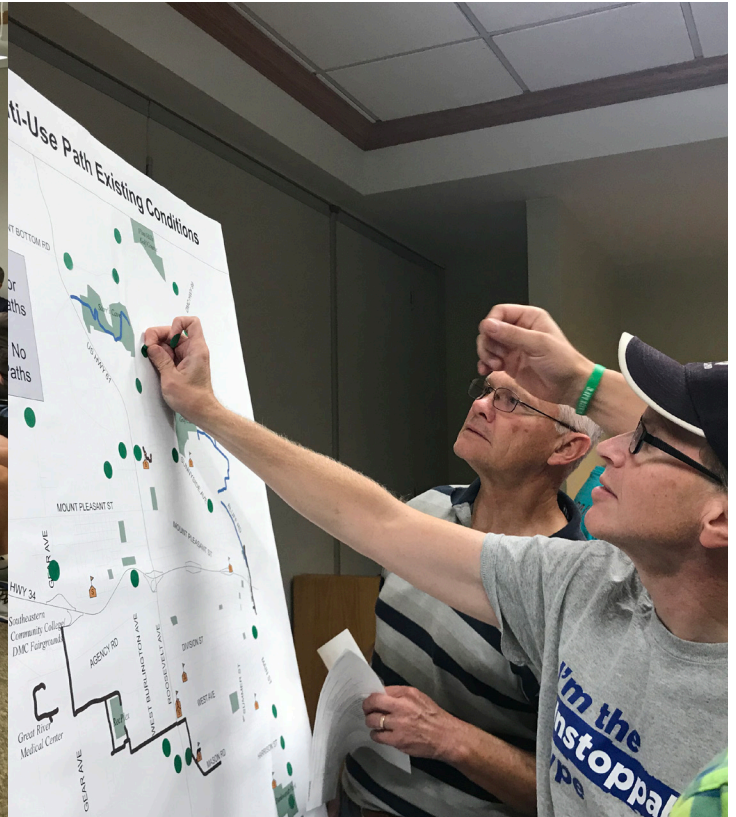


Figure 4B: Burlington Public Library meeting participants place dots where they would like to see off-road facilities.



Figure 4C: Burlington Public Library meeting participants listen to SEIRPC planner, Steven Stransky, describe the mapping activity.



Figure 4D: Steering Committee members discuss improvements to Greater Burlington's off-road bike & pedestrian facilities.

2: COMMUNITY BENEFITS

Bicycle and pedestrian facilities can benefit the economy and improve the community's quality of life. This section will highlight some of the many benefits of biking and walking for community residents.

Mobility Choice

Walking and biking are an essential means of transportation. Streets should be designed and operated in a way that allows for safe, convenient, and comfortable use by people of all ages and abilities, regardless of their mode of transportation.

See the Table 1 below for 2018 U.S. Census Bureau estimates on commuting patterns in the area. As the data shows, an estimated 4.7% of Burlington's workforce bikes or walks to work. An estimated 8.5% of West Burlington's workforce does the same. In the county overall, 3.7% walk or bike to work. These are sizable figures and reflects the importance of expanding bike & pedestrian facilities across both communities.

Safer Streets & Sidewalks

Improperly-designed streets and sidewalks are dangerous to everyone. An accident involving a pedestrian on the road, or a bicyclist hit by a car, may be fatal to them and would be traumatic to the driver. Pedestrians do not feel safe walking down the neighborhood sidewalk when overpowered by bicyclists using it out of fear of the roadway.

The Iowa DOT reports that sidewalks on both sides of a street corresponds with an average 88% reduction in pedestrian walking-on-road accidents. Wide sidewalks and multi-use paths would limit the risk of accidents involving bicyclists and motorists as well as bicyclists and pedestrians sharing a narrow, standard-width sidewalk in a multi-modal, high volume area.

Nearly every adult walker, jogger, and bicyclist in Greater Burlington are also drivers. Bike and pedestrian solutions that invest in bike lanes, standard-width sidewalks, wide sidewalks, and multi-use paths help ensure the safety of everyone in the community regardless of which mode of transportation, or type of recreation, they choose.

Location	Bike	Walk	Work from Home
Burlington	0.7%	4.0%	2.2%
West Burlington	1.2%	7.3%	5.5%
Des Moines County	0.5%	3.2%	3.2%

Table 1: U.S. Census Bureau American Community Survey 2018 Commuting Characteristics by Sex.

Improved Health & Wellness

Bike and pedestrian infrastructure provides people with a free, accessible way to get exercise. Even moderate exercise has huge benefits to people's health.

According to the AARP, 30 minutes of moderate exercise per day resulted in up to 40% reductions in the rates of diabetes, dementia, depression, colon cancer, cardiovascular disease, anxiety, and high blood pressure.

In 2019, Des Moines County ranked 87th out of Iowa's 99 counties in health outcomes and 98th in terms of health behaviors, many of which lead to the conditions mentioned earlier. 37% of adults are obese, 27% are physically inactive, and 11.1%, or approximately 3,000 people, have diabetes. Expanded opportunities to exercise could have a great impact on improving health and wellness.

Resilience to Pandemics

Transportation and recreational habits changed with the spread of COVID-19. At the start of the coronavirus pandemic, all schools, restaurants, fitness centers, and non-essential businesses and services were closed. Many workers transitioned to working from home and, unfortunately, millions became unemployed.

Across the country, and in Greater Burlington, there were noticeable increases in people biking, jogging, and walking outdoors. This could have been for fun, for exercise, for taking more time to get a to-go order from a local business, and even just for something to do.

This pandemic showed the importance of bike & pedestrian facilities. Sidewalks, wide sidewalks, bike lanes, and multi-use paths are free, easy to social distance on, and did not close. They gave children, adults, and seniors something to do and a place to get exercise. With the threat of a pandemic always running high, these facilities ensure residents' quality of life, health, and activities can continue on even when confined to their households.

Economic Development

Bike and pedestrian facilities allow communities to increase commerce, support and create jobs, increase property values, reduce commuter costs and provide low-cost health benefits. These facilities cannot only be catalysts for community revitalization but can also transform eyesores, such as neglected rail corridors or underutilized waterfronts, into community centerpieces. Multi-use paths often become a focus of community pride and a means of preserving and celebrating what is special about a place.

Several studies conducted by the American Hiking Society validate the economic benefits of multi-use paths in particular. It took only one season after the opening of the 35-mile Missouri River State Trail for it to positively impact local communities. After one season, 61 businesses along the trail found it positively impacted their businesses. 11 businesses reported that the trail strongly influenced their decision on where to locate

This same outcome is seen in Iowa. According to a 2011 study by the University of Northern Iowa and its partners, recreational biking generates \$1 million in economic impact per day in the state. Numerous biking-oriented businesses have opened along the High Trestle Trail in Ankeny while Decorah continues to build upon its scenic tourism with a well-used multi-use loop around the community.

Economic benefits are evident even in smaller, rural communities. Stanton, Iowa, population 641, has seen \$39 million in investments in the 2010s, resulting largely from it promoting quality of life and investing in bike and pedestrian infrastructure. Fairfield is one of the few rural Iowa communities to be growing. This could be due to its focus on diversifying its economy, completing a multi-use path loop through the community, and using its active lifestyle amenities to attract new residents. Greater Burlington has a diversifying economy, larger population, great local establishments, and sought-after natural amenities. It has significant potential for also seeing these economic benefits.

3: FACILITY TYPES

There are many facility types for recreation and transportation, including: sidewalks, multi-use paths, wide sidewalks, bike lanes, and designated share-the-lane routes. All four are in Greater Burlington and serve a particular recreation and/or transportation need.

The following section includes descriptions and images of each of these facility types. It details their general specifications and practical uses. More detailed analysis on each facility type is in Chapter 4: Existing Facilities.

Quick Build

Quick Build is one method of quickly and affordably constructing bike & pedestrian facilities. By installing buffers on the sides of existing streets for separation, roadways can safely and comfortably carry vehicles, bicyclists, and pedestrians in separate spaces.

This method is convenient and can save money. It can also serve as a trial-run before building the full, standard facility. Greater Burlington has many roadways that are extra wide and could serve Quick Build methods.

Sidewalks

Sidewalks are paved surfaces located off the road, either alongside the curb or further away from the roadway within a municipality's right-of-way (ROW). These are used by people walking or jogging and not normally by bicyclists.

According to the Iowa DOT, sidewalks should be at least 5 feet wide with 4 feet acceptable when bypassing an obstacle. They should also be wider where there are more users, such as schools, shopping areas, etc.



Figure 5: Sidewalk along Wheeler St. in West Burlington.

Sidewalks are appropriate in areas where people may be walking occasionally. This includes neighborhoods, shopping areas, and roadways with higher traffic speeds and volumes. If an area has a higher volume of walkers, or also has bicyclists, skaters, or other users, then a multi-use path or wide sidewalk should be considered instead to ensure there is enough space for all users.

Multi-use paths/wide sidewalks

Multi-use paths, wide walks, trails, etc. are off-road facilities that serve multiple users, including bicyclists, joggers, walkers, skaters, etc. They are wider than standard sidewalks to ensure that there is enough room for people to safely maneuver around each other. See Figure 6 for an example.

According to the Iowa DOT, these should be at least 10 feet wide, or 8 feet wide if the stretch requires physical constraint or there are not high volumes of users. These are ideal facilities for shopping areas, schools, parks, or other areas where higher volumes and/or multiple types of users are expected.

Bike Lanes

Bike lanes are painted onto existing roadways that carry bicycle traffic in the same direction as vehicle traffic. These are used primarily by bicyclists who are using the road to get somewhere specific. See Figure 7 for an example.

According to the Iowa DOT, bike lanes should be at least 4 feet wide on streets without curb & gutters and at least 5 feet wide on streets with curb & gutters. They are appropriate on roadways with speeds up to 35 MPH and an average annual daily traffic (AADT) of less than 6,000.

Bike lanes are suitable for roadways that have higher traffic volumes and speeds than neighborhood streets but lower rates than arterials. Bike and pedestrian facilities on arterials should be entirely off-road.

Shared Lanes/Sharrows

Bicyclists can ride on most streets but designated shared lanes provide drivers with heightened awareness of bicyclists along specific bicycle routes. Shared lanes may have signs posted and/or a painted sharrow on the roadway. See Figures 8A and 8B for examples.

Iowa DOT recommends posted signage or painted sharrows on streets with speeds up to 25 MPH and AADT of less than 3,000 vehicles. Shared lanes should be wide enough to accommodate both bicyclists and vehicles safely and simultaneously.



Figure 6- Multi-use path along Mason Road in Burlington.



Figure 7- Bike lane and sharrow on Mount Pleasant Street.



Figure 8A- Example of a shared lane sign on S. Broadway St in West Burlington.



Figure 8B- Example of a sharrow.

4: EXISTING FACILITIES

Since the last plan was adopted in 2013, progress has been made. Multi-use paths were constructed or programmed along Mason Road, West Avenue, Gear Avenue, and parts of the Flint River Trail. Bike lanes were painted on Mount Pleasant Street. Bicyclists, joggers, and other trail users will soon be able to travel from Southeastern Community College all of the way past Edward Stone Middle School entirely via multi-use paths.

Unfortunately, as facilities have been built with a long-term network in mind, connecting these sections remains a short-term challenge. Time and time again throughout this planning process, residents emphasized that connecting these existing parts is crucial for these facilities to be

useful for recreation and transportation. Figure 10 shows a multi-use path system coming up short in delivering full connections. These breaks are predominately in residential neighborhoods where such facilities could reach their widest audiences.

Figure 11 shows only one segment of bike lanes in Greater Burlington: the bike lanes on Mount Pleasant Street between Gear and Roosevelt. Bike lanes are a cost-effective way to increase bicyclists' visibility and safety and to promote a healthy and affordable alternative to driving. Throughout this process, community members described safety on the roads as one of their key concerns. Bike lanes would help alleviate that without a significant expenditure.



Figure 9- Multi-use path in the northeast section of the Rec Plex.

Existing Facilities: Off Road



Figure 10- Existing and programmed multi-use paths, wide sidewalks, and trails.

Existing Facilities: On Road

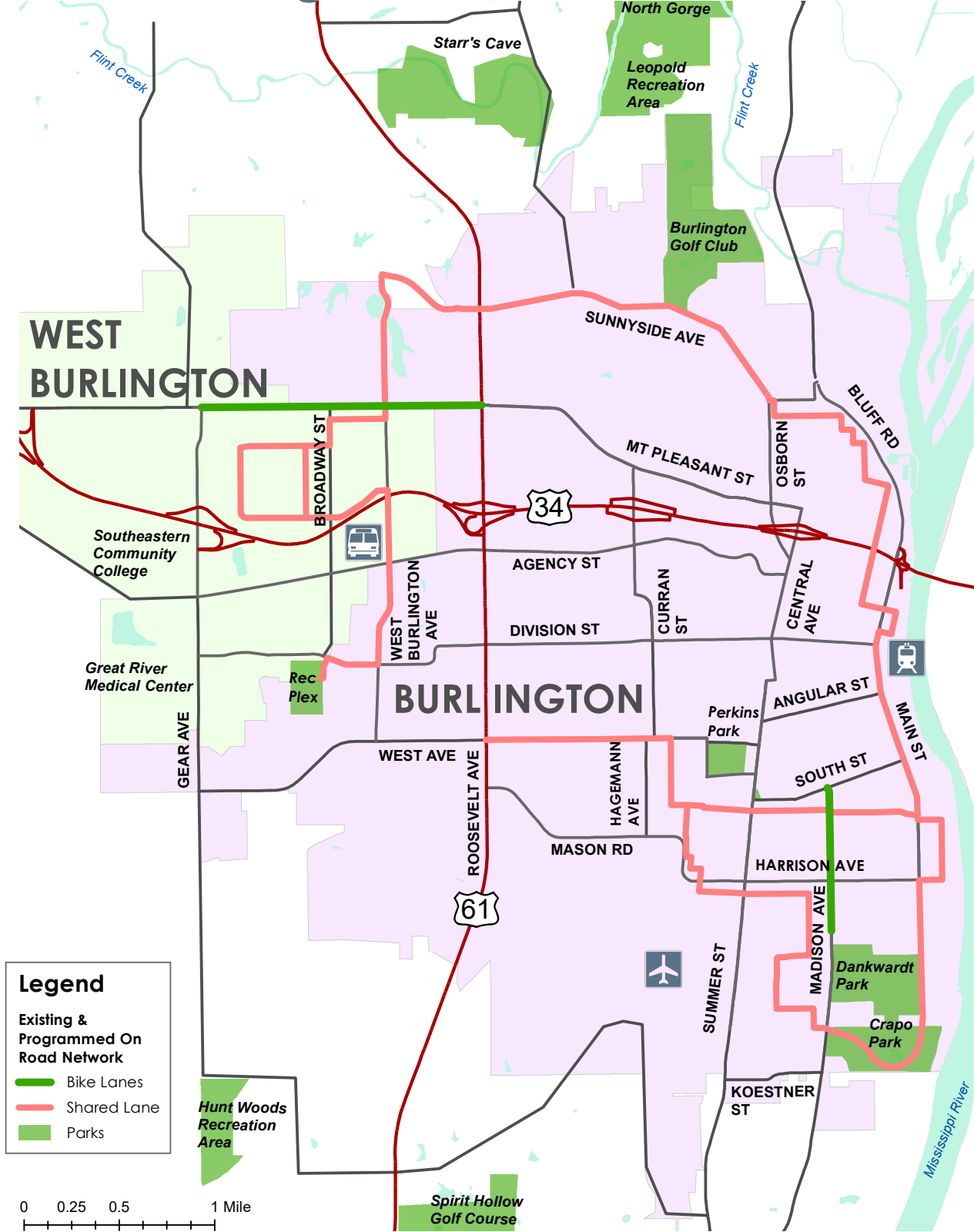


Figure 11- Existing bike lane and shared lanes.

Existing Facilities: Overall

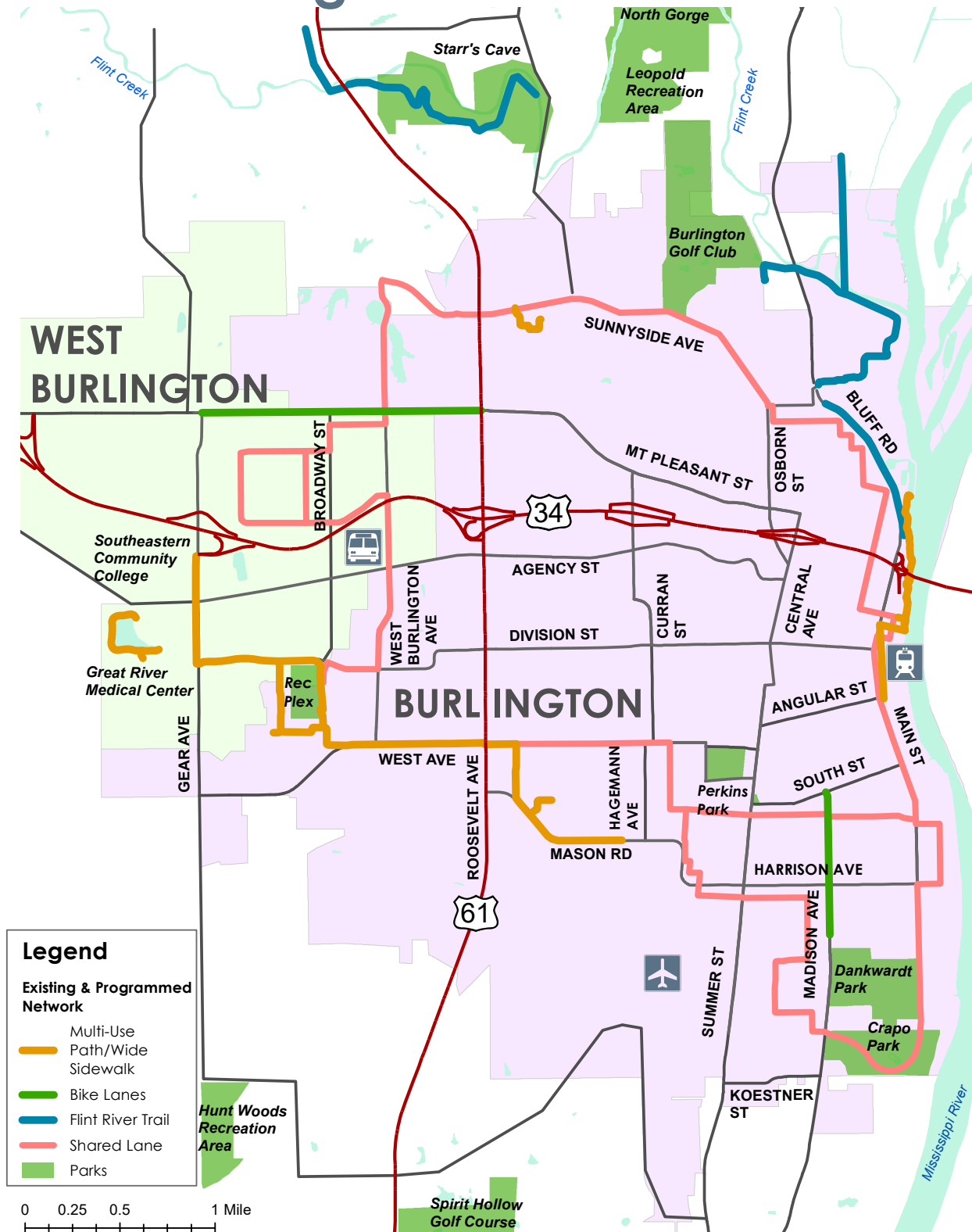


Figure 12- Both existing off-road and on-road conditions.

Flint River Trail

Flint River Trail is an approximately 18-mile trail that extends from downtown Burlington to Big Hollow Recreation Area through the Flint River Valley. The trail maximizes recreational opportunities along its course by also connecting with the Port of Burlington, Riverside Park, Starr's Cave Park and Preserve, Hickory Bend Recreation Area, and the Historic Zion School.

The trail is complete from downtown Burlington to Case. The segment through Starr's Cave Park and Preserve was completed in 2019 and the final 7 miles from Flint Bottom Road to Big Hollow was completed in 2013.

More work is ongoing with the trail. The Iowa Department of Transportation is building a trail underpass under the expanded U.S. Hwy. 61 and is extending the trail from the western end of Starr's Cave Park and Preserve to Flint Bottom Road. This will ensure bicyclists and pedestrians have a safe way to cross the highway.

See Figure 16 for a map of the trail. The segment between Case and Starr's Cave still needs to be completed. The trail also needs moved from on-road to off-road along Flint Bottom Road.



Figure 14- Flint River Trail near Case in Burlington.



Figure 15- Bicyclists on Flint River Trail near Big Hollow.

Existing Facilities: Flint River Trail

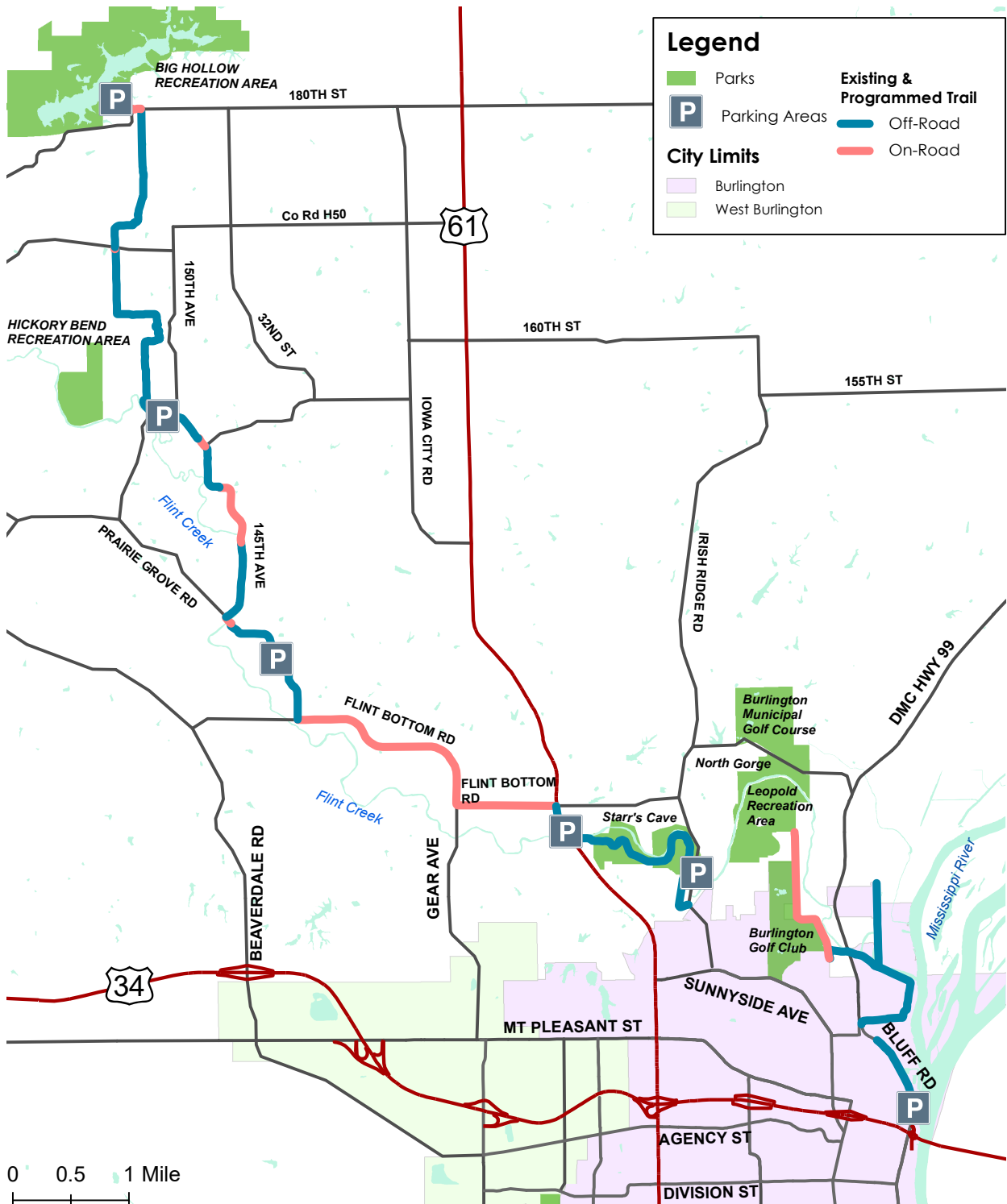


Figure 16- Flint River Trail existing conditions.

5: PROPOSED PRIORITIES

These priorities were developed based upon public input at the community meetings, survey, stakeholder meetings, and Steering Committee advice. Through these resources, the determined priorities were to connect existing segments, link new segments to community destinations, complete the remaining Flint River Trail sections closest to town, and work towards a loop around the community. For more information where the public would like to see improvements, see Appendices A and B.

With the public input in mind, the Steering Committee narrowed down the possibilities to a list of short-term priorities and a longer-term vision. SEIRPC planners then met with staff from both Cities and County. The staff provided input on projects' feasibility and where the local governments were already working to expand the bike and pedestrian network.

After reviewing municipal input, the Steering Committee met and prioritized the options in the following sections of this chapter. These priorities tie into existing and anticipated projects, such as Transportation Investment Generating Economic Recovery (TIGER) improvements to the Burlington riverfront, as well as anticipated road reconstruction efforts. These projects were selected to connect existing segments, target maximized usage, build towards a loop, and align with local infrastructure planning. These priorities will develop a near internal loop within Greater Burlington in the short-

term and set the foundation for a long-term goal of a loop around the periphery. This internal loop will connect schools, shopping, parks, and neighborhoods, providing transportation and recreational links throughout the community.

With fully-connected links, the public can maximize the system's potential for connectivity and exercise. This will help create local buy-in for expanded efforts over the longer-term to develop a wider loop that has proven so desirable and attractive to other communities around the state, including Stanton, Fairfield, and Decorah.

All of these priorities are short-term goals. These are targeted for completion in the next 5-7 years. These projects are plausible and possible with existing local, state, and private funding sources.

The longer-term vision is set beyond 7 years due to its cost, complexity, and the widely-identified need for critical connections within Greater Burlington first. Despite these obstacles, this is the vision for a complete bicycle and pedestrian system in Greater Burlington. See Figure 26 for a map of this long-term system.

See the following sections for the lists of priorities for the City of Burlington, the City of West Burlington, and Des Moines County Conservation:



Figure 17- S. Gear Avenue Trail under construction at Southeastern Community College.

City of Burlington:

B1 - Flint River Trail: Completion of segment along Bluff Road from Cash Street to 8th Street.

B2 - Mount Pleasant Street: Bike lanes from Roosevelt Avenue to N. 3rd Street

B3 - Mason Road: Multi-use path extension to Summer Street

B4 - Harrison Street: Multi-use path from Summer Street to Main Street

B5 - Summer Street to Dankwardt Park: Multi-use path

B6 - Main Street: Multi-use path from Angular Street to Dankwardt Park

B7 - Sunnyside Avenue: Multi-use path between the schools

B8 - Summer Street: Multi-use path from Harrison Avenue to Lynnwood Drive

B9 - Main Street: Multi-use path from Harrison Avenue to Dankwardt Park over the Cascade crossing

See Figure 23 for a map of these priorities.



Figure 18- Sidewalk north of Snake Alley along N. 6th Street.



Figure 19- Riverfront trail at Riverside Park.

City of West Burlington

WB1 - Agency Road: Wide sidewalk between S. Gear Avenue and West Burlington Avenue

WB2 - S. Broadway Street: Wide sidewalk between Agency Road and the Rec Plex

WB3 - S. Gear Avenue: Wide sidewalk from Highway 34 to Huston Street

See Figure 24 for a map of these priorities.



Figure 20- Existing sidewalk on Wheeler Street in West Burlington.

Des Moines County Conservation

DMC1 - Flint River Trail: From Case to Leopold Recreation Area

DMC2 - Flint River Trail: From Leopold Recreation Area to Starr's Cave

DMC3 - Flint River Trail: From US Highway 61 to Prairie Grove Road

See Figure 25 for a map of these priorities.



Figure 21- A completed stretch of Flint River Trail.

Proposed Priorities: Overall

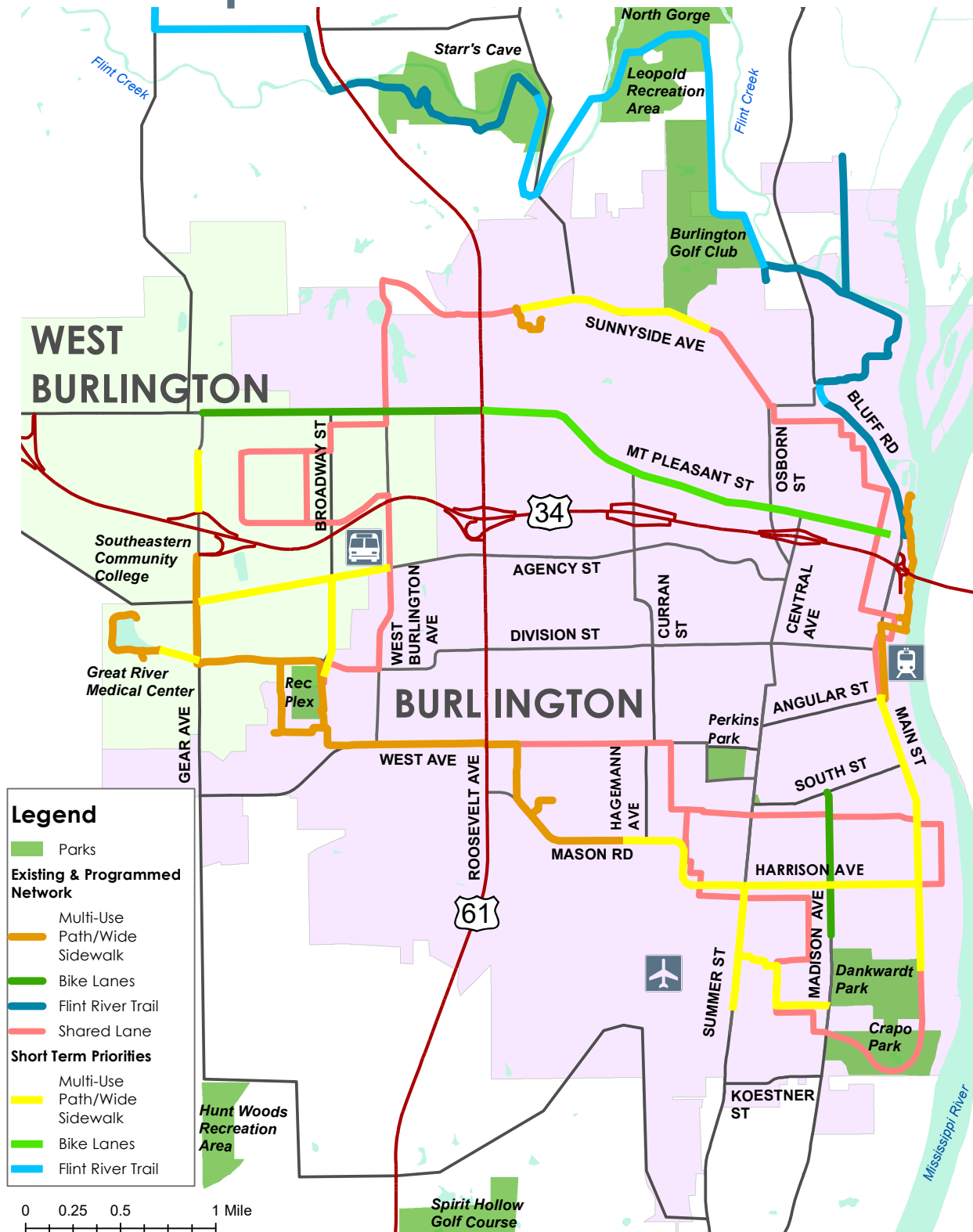


Figure 22- Proposed short-term bike and pedestrian improvements in Burlington, West Burlington, and for Des Moines County Recreation.

Proposed Priorities: Burlington

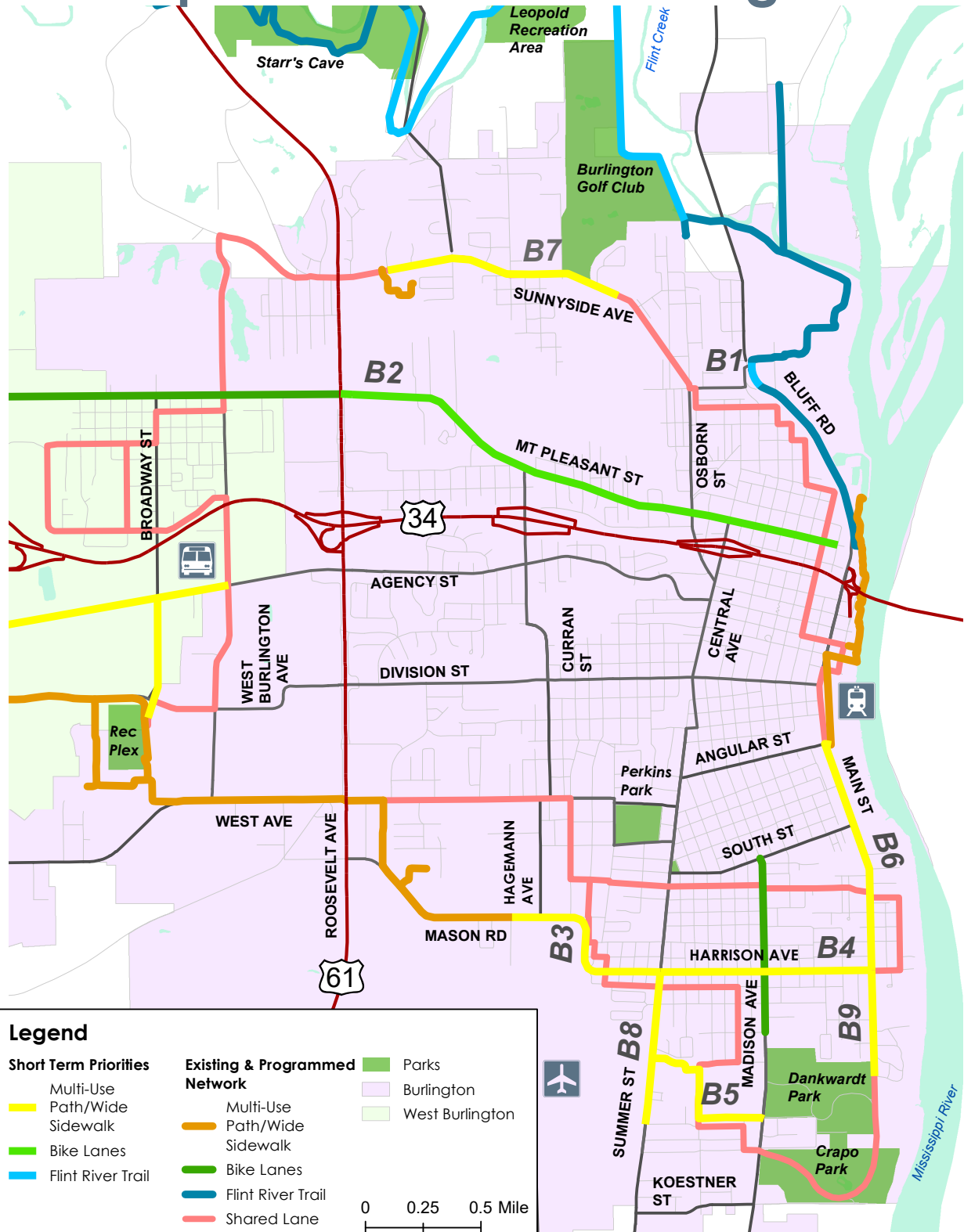


Figure 23- Proposed short-term bike and pedestrian improvements in Burlington.

Proposed Priorities: West Burlington

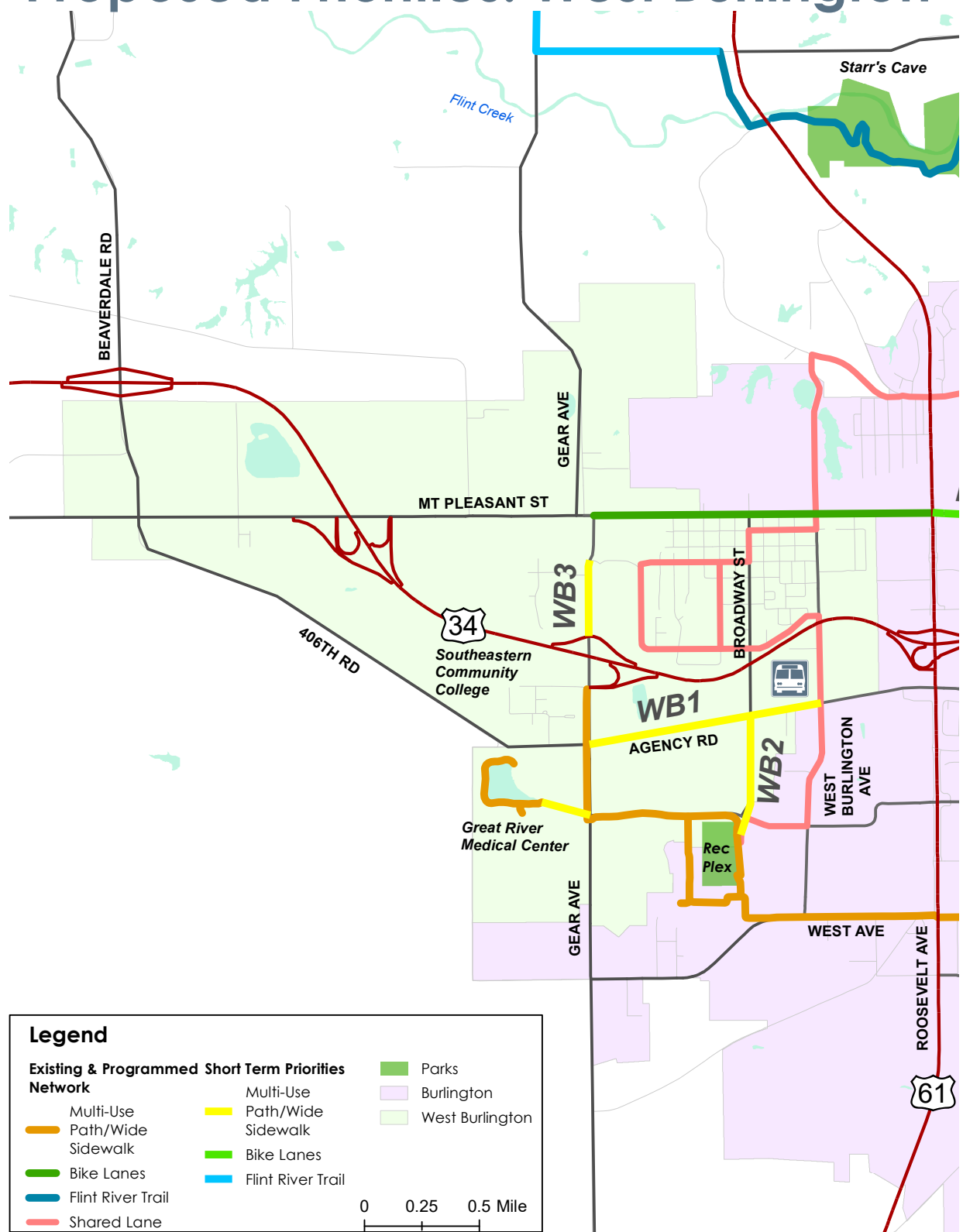


Figure 24- Proposed short-term bike and pedestrian improvements in West Burlington.

Proposed Priorities: Des Moines County Conservation

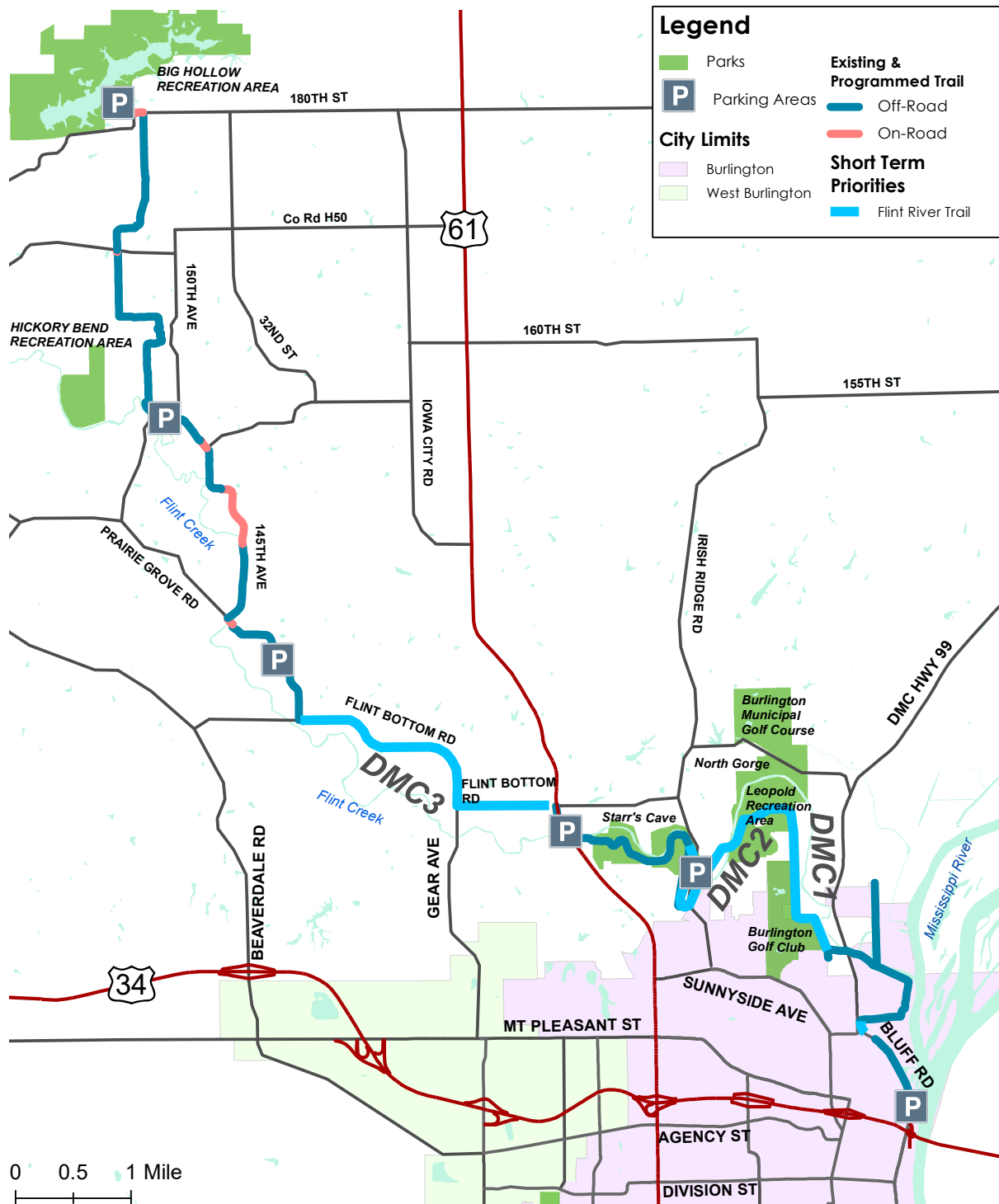


Figure 25- Proposed short-term bike and pedestrian improvements for Des Moines County Conservation along Flint River Trail.

WEST BURLINGTON

BURLINGTON

Legend

Proposed Improvements

- Multi-Use Path/Wide Sidewalk
- Bike Lanes
- Flint River Trail
- Long-Term Facilities

Existing & Programmed Network

- Multi-Use Path/Wide Sidewalk
- Bike Lanes
- Flint River Trail
- Shared Lane
- Parks

Key locations and features include: Starr's Cave, Leopold Recreation Area, Burlington Golf Club, Southeastern Community College, Great River Medical Center, Rec Plex, Perkins Park, Dankwardt Park, Crapo Park, Spirit Hollow Golf Course, and the Mississippi River.

Major roads shown: US-34, US-61, Broadway St, West Burlington Ave, Division St, Agency St, Curran St, Central Ave, Main St, South St, Harrison Ave, Madison Ave, Koestner St, Summer St, West Ave, Mason Rd, Hagemann Ave, Sunnyside Ave, Mt Pleasant St, and Bluff Rd.

Scale: 0 to 1 Mile.

Figure 26- Proposed long-term bike and pedestrian facilities in Greater Burlington.

APPENDIX A

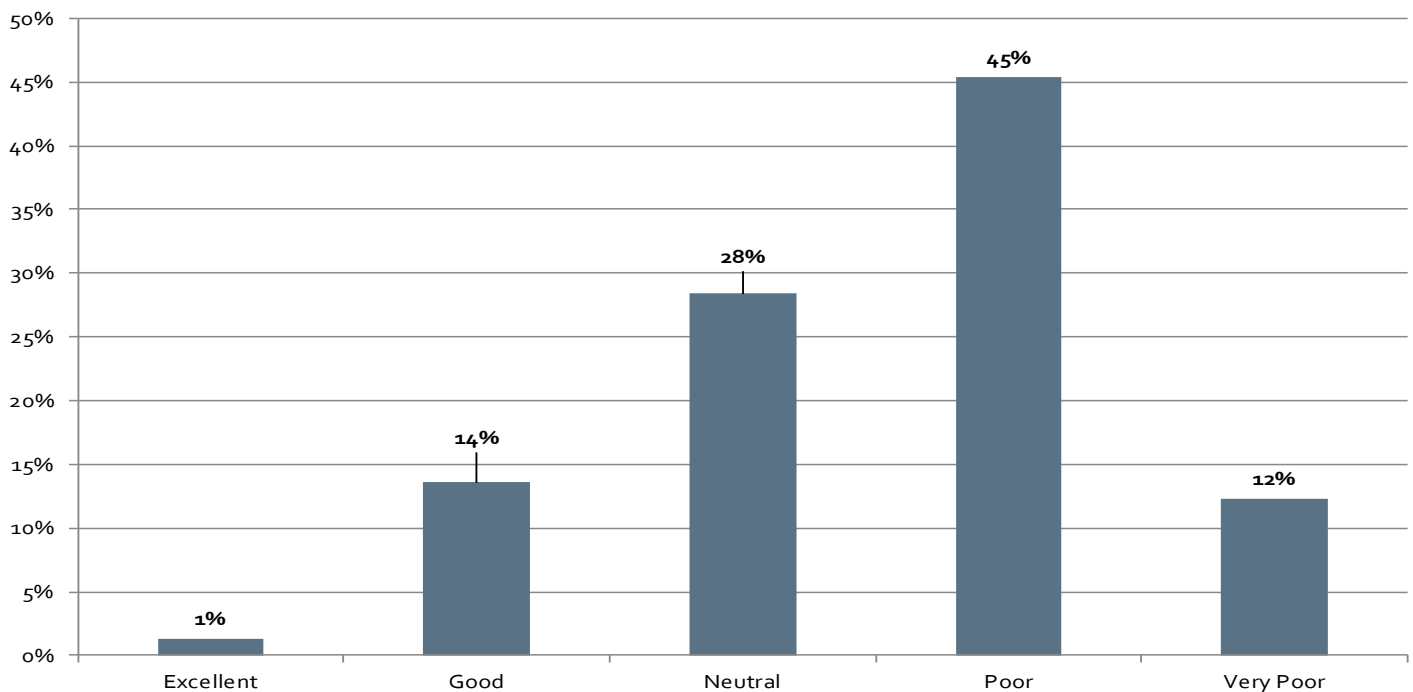
About the Survey

SEIRPC created a survey to obtain public input on the existing bike & pedestrian facilities and what improvements the community would like to see. This survey was live from late August through October, 2019.

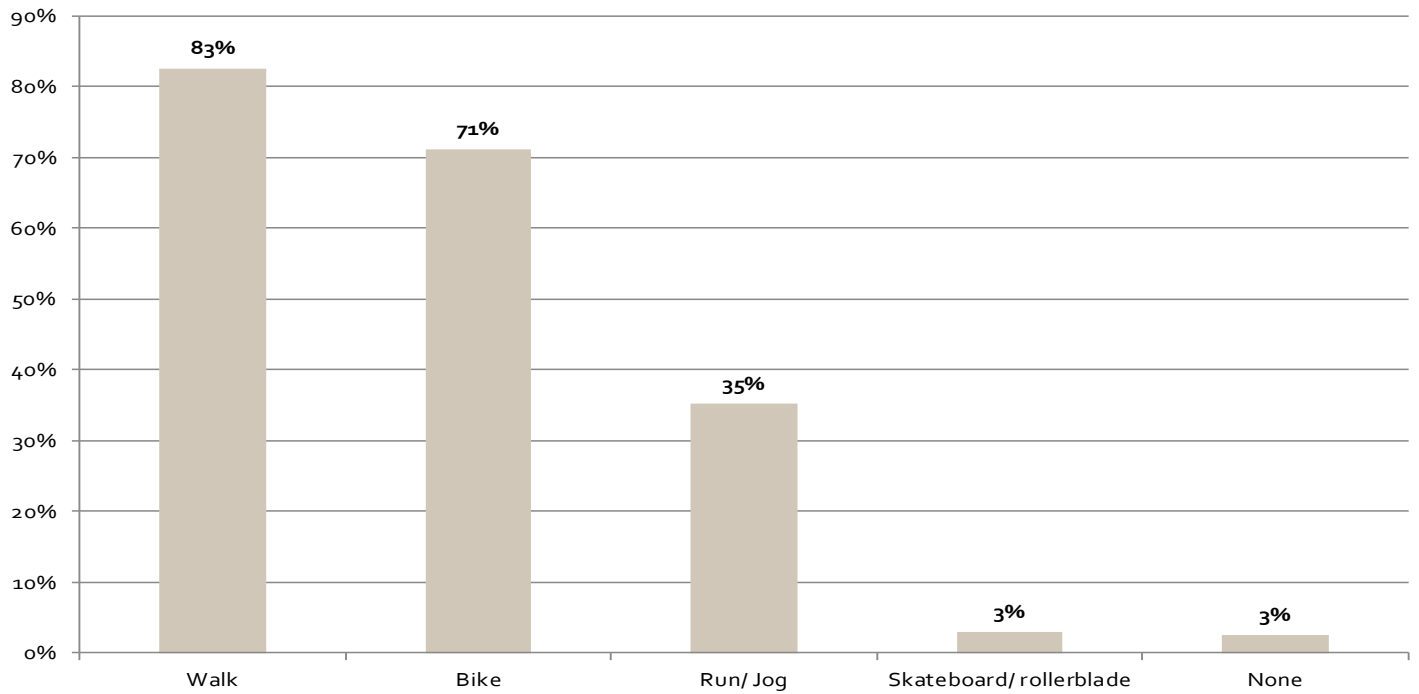
The survey was published online and its link was advertised on local government and biking groups' websites and social media accounts. Hard copies were also distributed at the August community meetings, at bicycle shops, and at Autumn Heights.

There were 246 total responses to the survey, most of which answered all of its questions. See the following survey results:

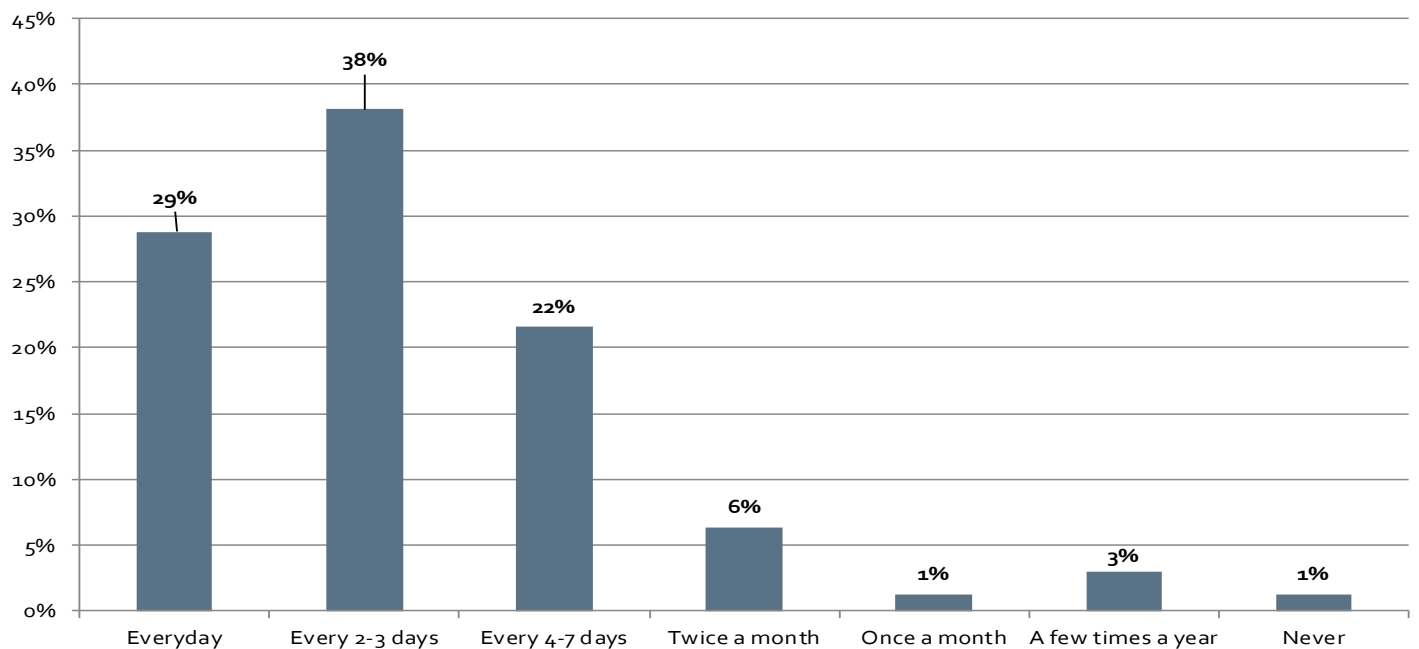
How would you rank the Greater Burlington area's bicycle and pedestrian system? (236 responses)



Do you currently (select all that apply)? (236 responses)



How often do you perform these recreational activities? (236 responses)

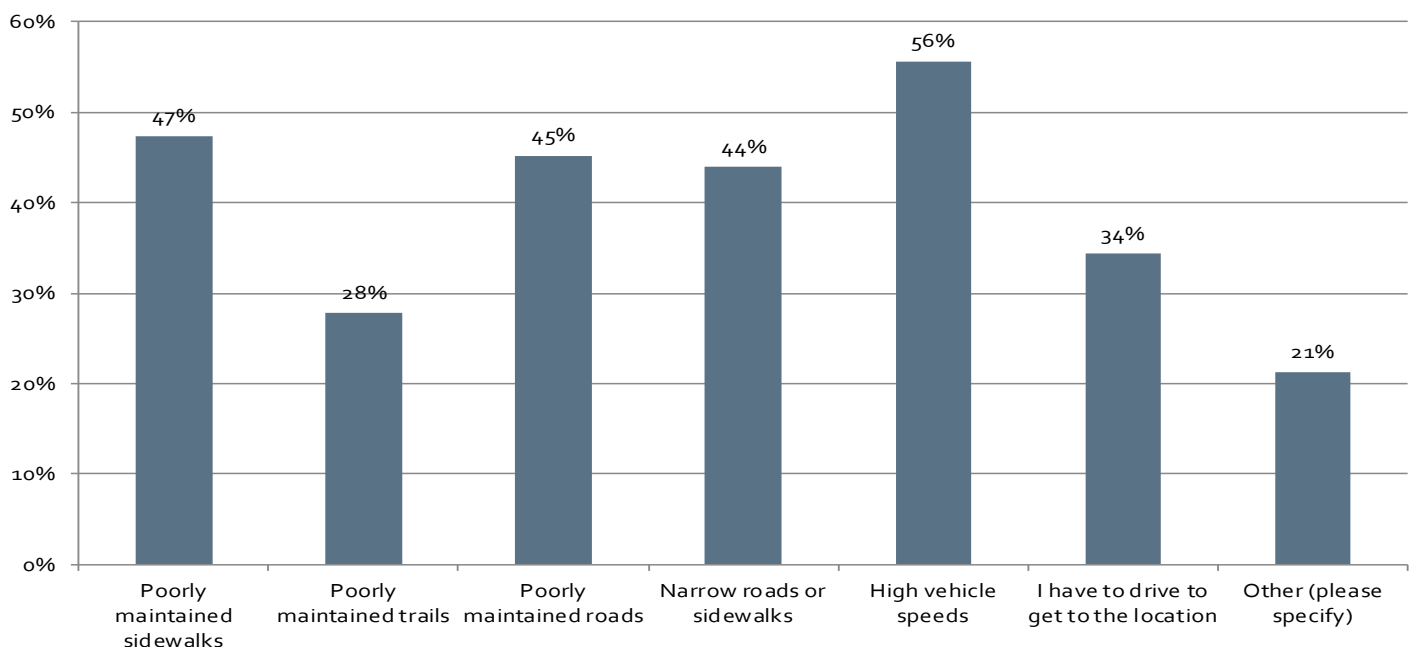


Location	Percentage
Sidewalks	72%
Trails	50%
Streets	75%
Parks	48%

Why do you choose to go to these specific locations for recreational activity?



What discourages you from performing recreational activities at the location/s answered in question 4?
(230 responses)



Why are you discouraged from recreational activity?



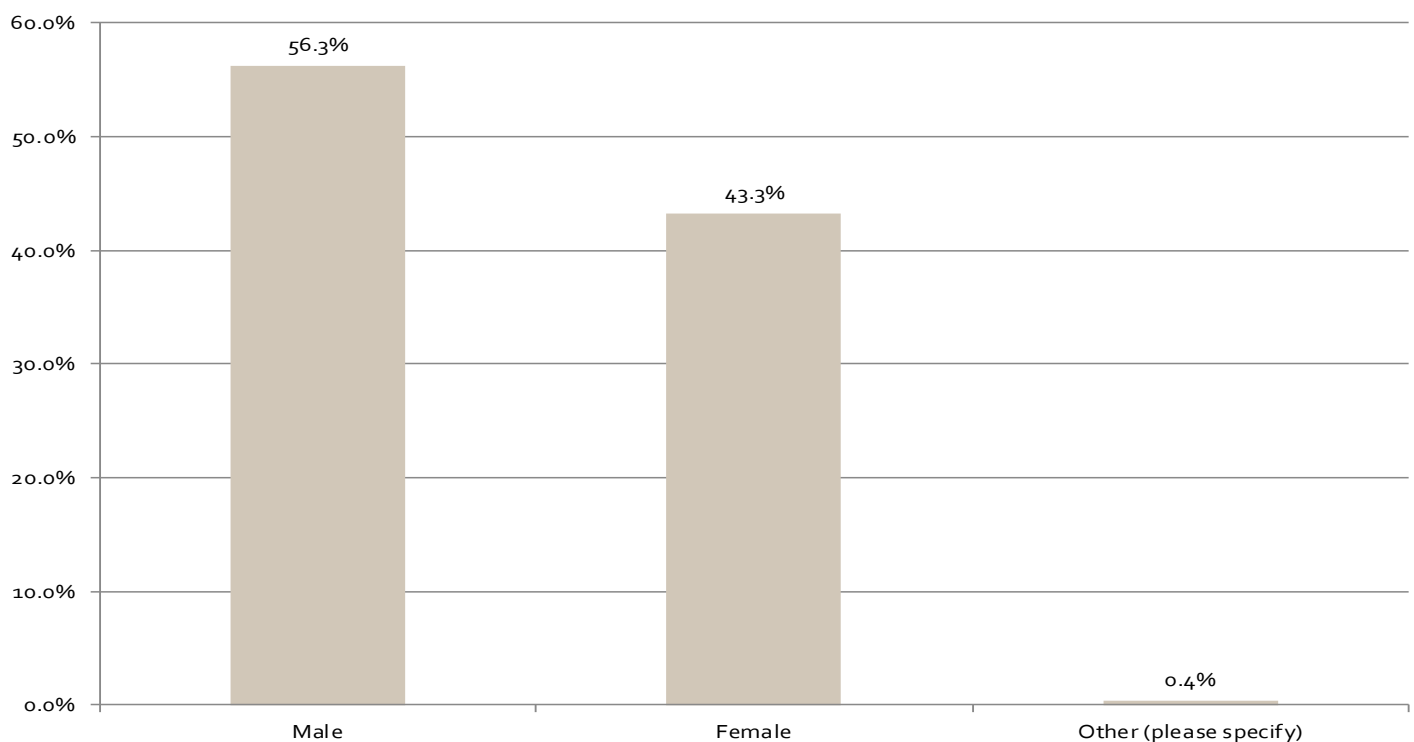
Where would you like to see new or improved bike & pedestrian facilities?



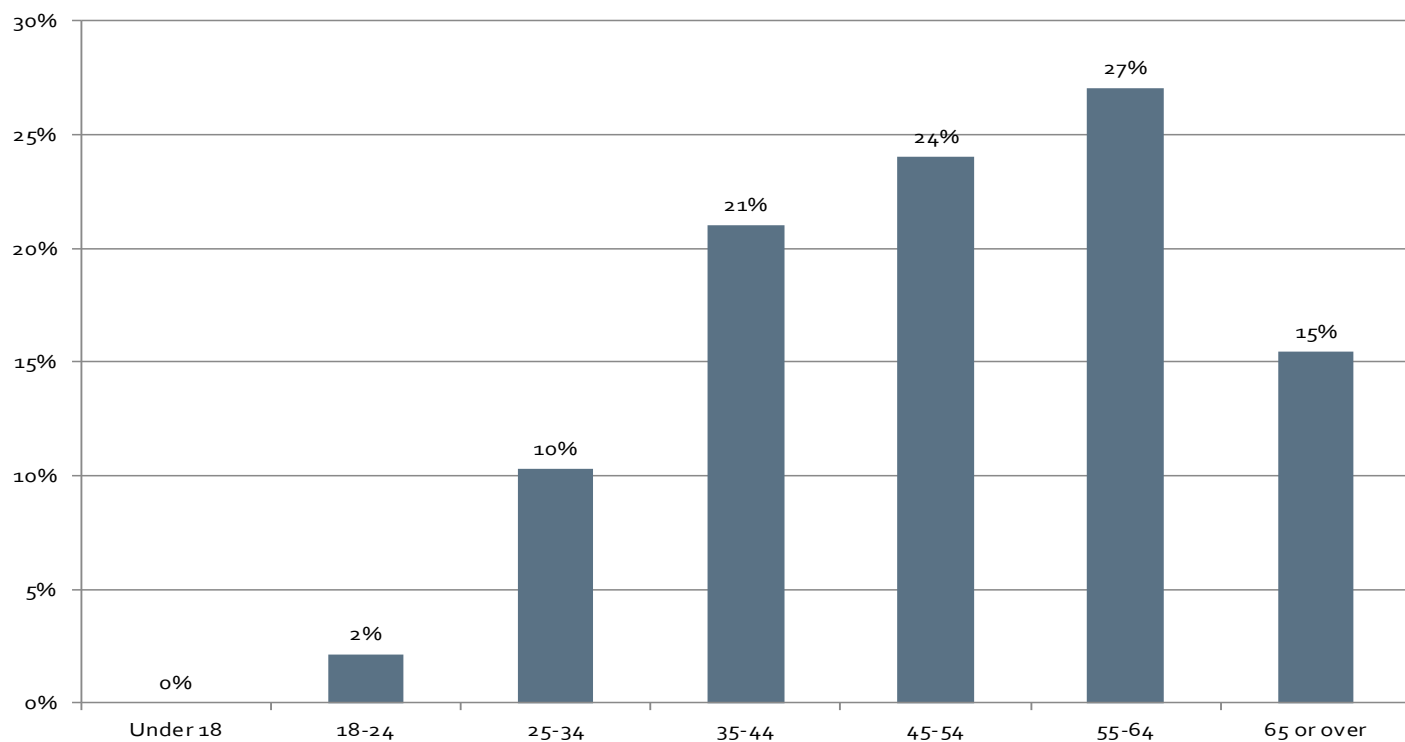
Response	Percentage
Yes	75%
No	25%



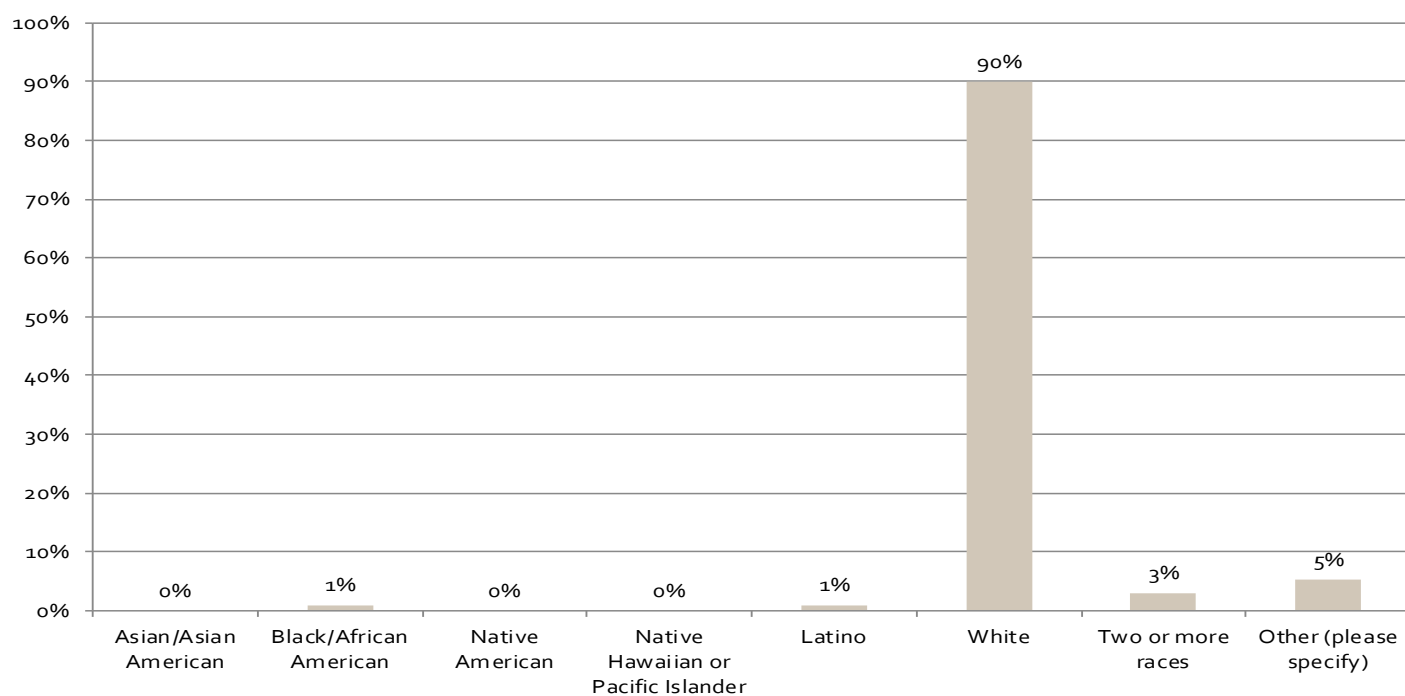
Please list your gender (231 responses).



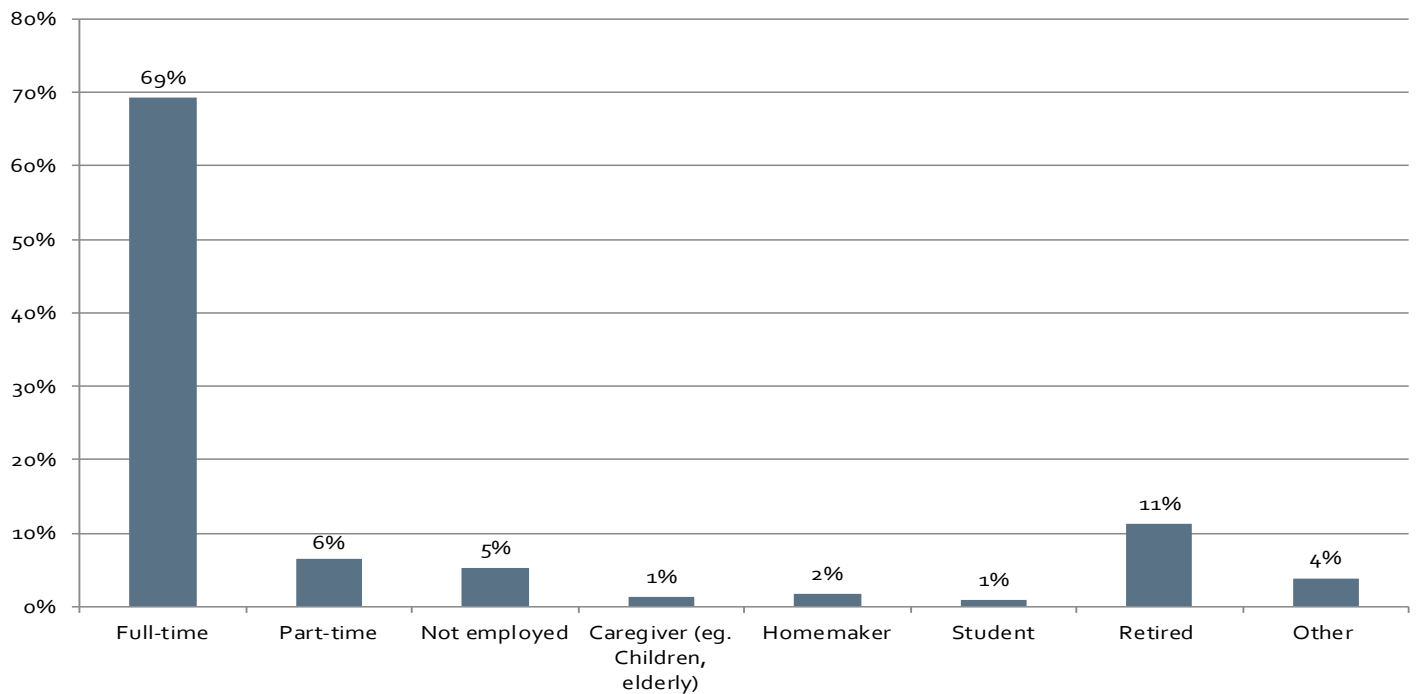
What is your age range? (233 responses)



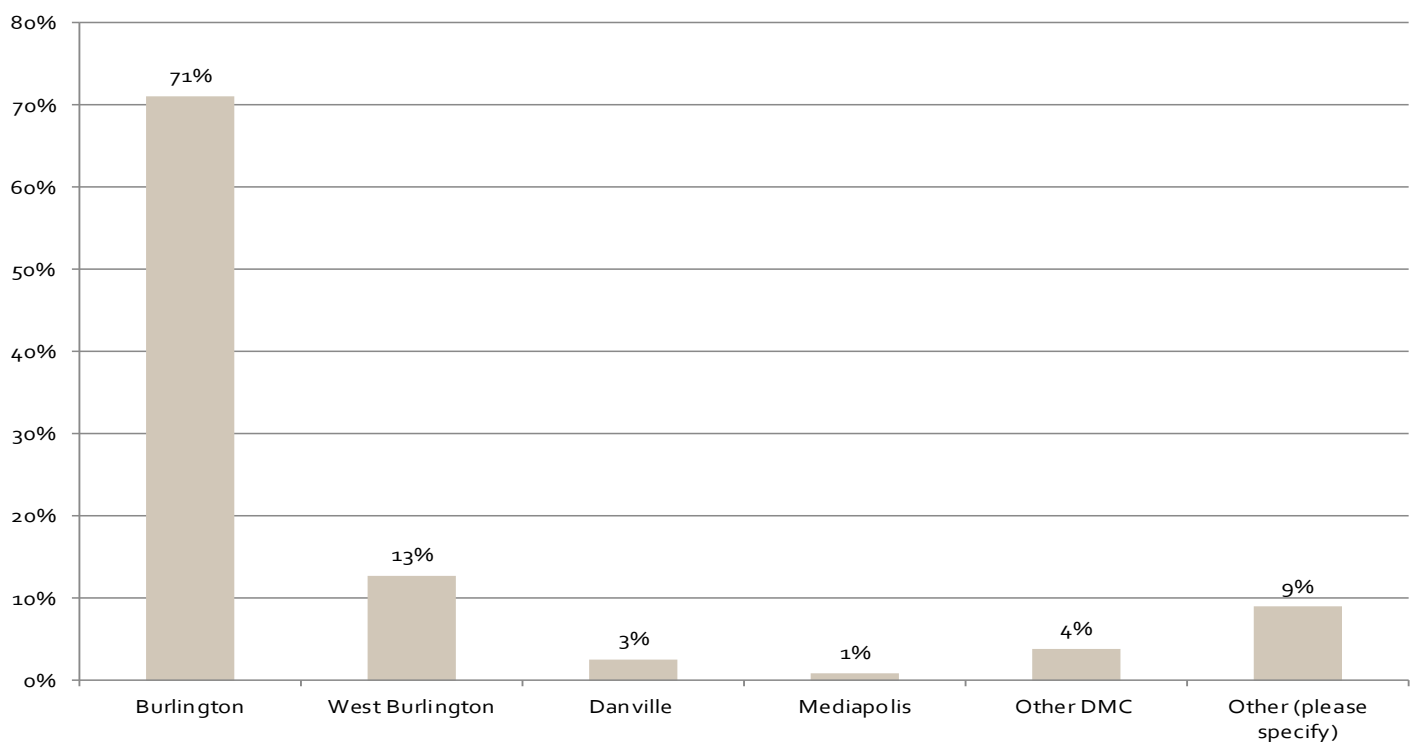
What best describes your race/ethnicity? (230 responses)



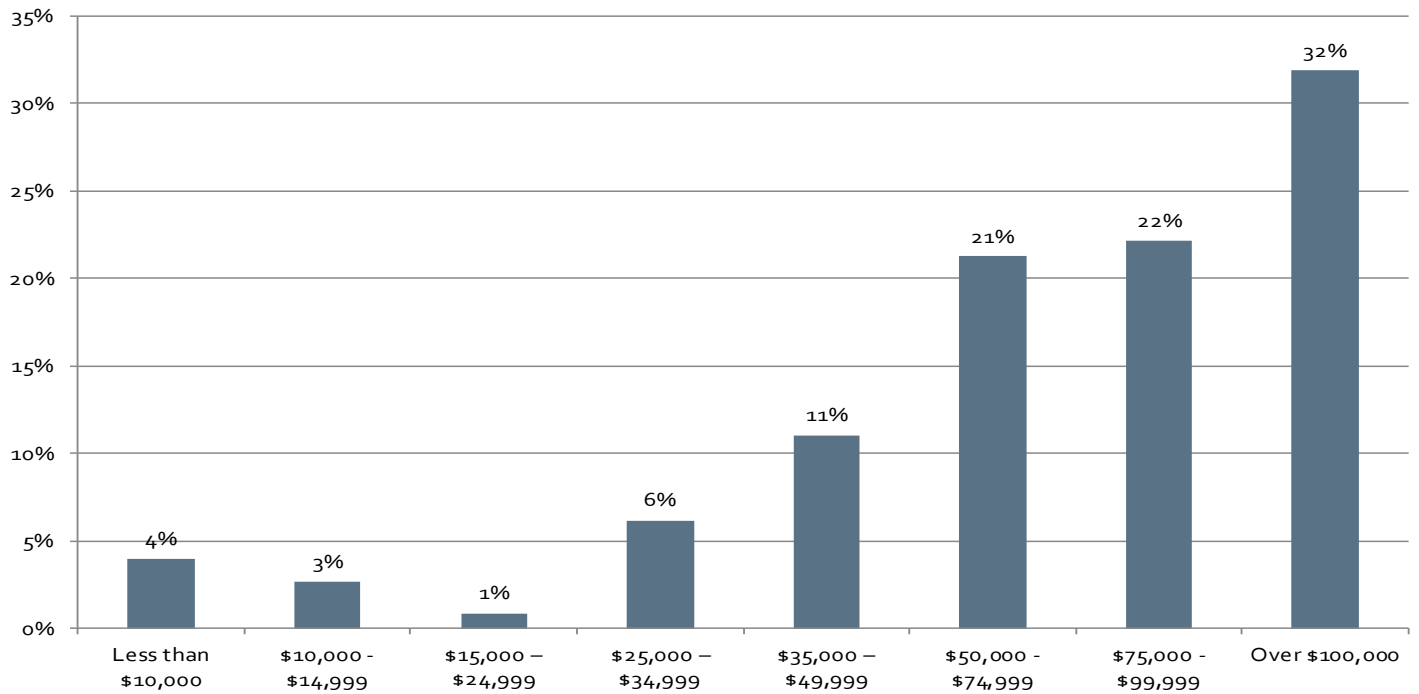
Which of these describe your employment? (231 responses)



Are you a resident of (235 responses)



Approximately, what was your household income last year? (236 responses)

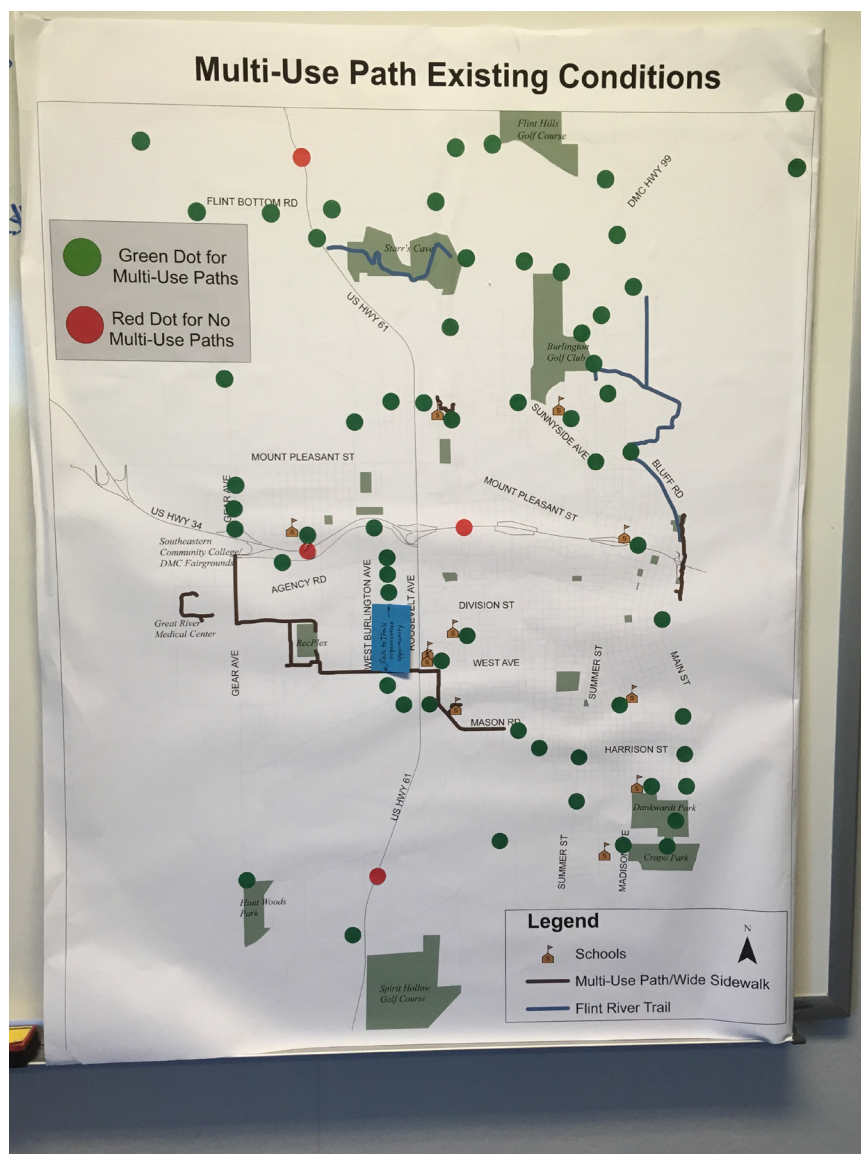


APPENDIX B

Community members placed dots on this map below during the community meetings held in Burlington and West Burlington. Green dots indicated where they would like to see multi-use path facilities while red dots indicated where they would not like to see those facilities.

The green dots demonstrated the community's desire for a loop around Greater Burlington. It also specifically showed a strong interest in the following:

- Extending the Mason Avenue multi-use path to Dankwardt and/or Crapo Parks
- A connection between Downtown Burlington and Dankwardt Park
- Multi-use paths near the schools on Sunnyside Avenue
- Multi-use path along Roosevelt Avenue/US Hwy. 61.
- Extending the Gear Avenue Trail north of Highway 34
- Completion of Flint River Trail segments in immediate proximity to Greater Burlington



Community members placed dots on this map below during the community meetings held in Burlington and West Burlington. Green dots indicated where they would like to see on-road facilities while red dots indicated where they would not like to see those facilities. While these dots were more spread out than with multi-use paths, they showed the following:

- More connectivity along Mason Road between Roosevelt Avenue and Crapo and Dankwardt Parks
- Continuing the bike lanes down Mount Pleasant Street all the way through Burlington
- Completion of Flint River Trail north of Burlington
- A loop around Greater Burlington

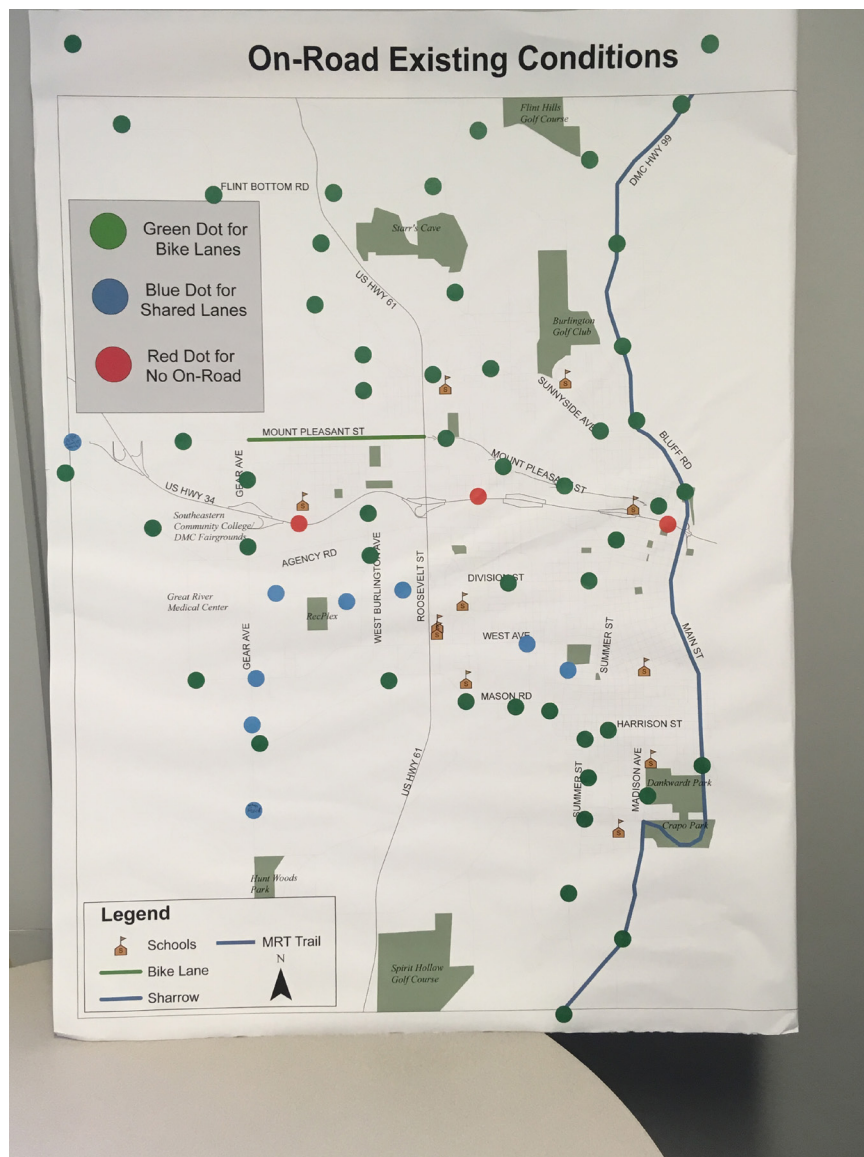




Figure 27- S Gear Avenue Trail under construction at Southeastern Community College in West Burlington.



Figure 28- S. Gear Avenue Trail under construction at Great River Medical Center in West Burlington.